

FLD-149

COUNTRY

East Germany

REPORT NO.

TOPIC

Altengrabow Airfield

25X1A

EVALUATION see below PLACE OBTAINED 25X1

DATE OF CONTENT 7 to 26 July 1953

25X1 DATE OBTAINED [redacted] DATE PREPARED 27 August 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

The following air activity and aircraft were observed at Altengrabow airfield between 7 and 24 July 1953:

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7 July. Individual MiG-15s were repeatedly observed during the morning circling over Altengrabow before landing at the field. Between 11 p.m. and 3 a.m., there was night flying with one MiG-15 or U-MiG-15 towing a sleeve target. The sleeve was illuminated by a searchlight and individual MiG-15s, with set position lights, approached the sleeve target.

9 July. No MiG-15s or U-MiG-15s were observed aloft between 12:30 p.m. and 1:15 p.m. About 12:45 p.m., a single-engine aircraft with radial engine took off and remained aloft for about 40 minutes.

11 July. Throughout the day, there was air activity by swept-back jet fighters which flew individually and in elements of twos. In the afternoon, take-offs were repeatedly made by MiG-15s or U-MiG-15s in elements of twos becoming airborne almost simultaneously.

13 July. At 6 a.m., there was air activity. A formation of 4 MiG-15s was identified. Subsequently, 2 biplanes were observed aloft and then individual flights by MiG-15s or U-MiG-15s were made. About four aircraft were almost permanently aloft until about noon. At 12:15 p.m., a biplane approaching from the north landed at the field and again took off heading west after 40 minutes.

14 July. Between 8 a.m. and 9 a.m., about 16 MiG-15s or U-MiG-15s were counted at the field and flights were made in elements of twos. There was good visibility and a 6/10 overcast.

25X1C 16 July. Between 4 p.m. and 4:30 p.m., three MiG-15s individually dived at an angle of 45 degrees. Two MiG-15s [redacted] took off in rapid succession at 4:30 p.m.

21 July. Between noon and 1 p.m., 4 MiG-15s of the alert flight were observed at the northern end of the runway, 8 MiG-15s were parked northwest of the flight control station, and 1 MiG-15 was towed by a truck toward the flight control station. There was no air activity. At 1 p.m., the engines of the aircraft near the flight control station were started. At 1:15 p.m., the planes taxied one behind each other to the northern end of the runway from where they took off in groups of twos at short intervals. The aircraft assembled to a formation in the air and headed north.

22 July. Between 1 p.m. and 2 p.m., there was local flying by one biplane. The ceiling was closed and it rained.

24 July. About 1 p.m., two MiG-15s made local individual flights of short duration. A single-engine plane with a radial engine took off at 1:20 p.m., circled the field about six times, and then landed. A MiG-15 [redacted] took off at 1:40 p.m.

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- 25X1 2. In mid-July, [redacted] the field was surrounded by a barbed wire fence, except along the southwestern border, the northwestern perimeter of Niederleupten, where a board fence extended. Several taxiways were observed at the field. One of which was about 50 meters wide and was the former runway which extended approximately in east-west direction. Several shrapnelproof aircraft revetments were observed in the southern section of the landing field.

3. [redacted]

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4. On three successive days during the period from 17 to 21 June, 2 Li-2s were observed flying over Altenburg.

25X1A [redacted] Comment. Altenburg airfield is presently occupied by a fighter regiment. As at other fighter airfields, firing practices at towed sleeve targets utilizing the beam of searchlights was started at Altenburg. [redacted]

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